TANK NOTES

STATE OF NEW MEXICO ENVIRONMENT DEPARTMENT

... A Newsletter from the Underground Storage Tank Bureau

PUBLISHED BY THE NEW MEXICO ENVIRONMENT DEPARTMENT AND THE INSTITUTE OF PUBLIC LAW

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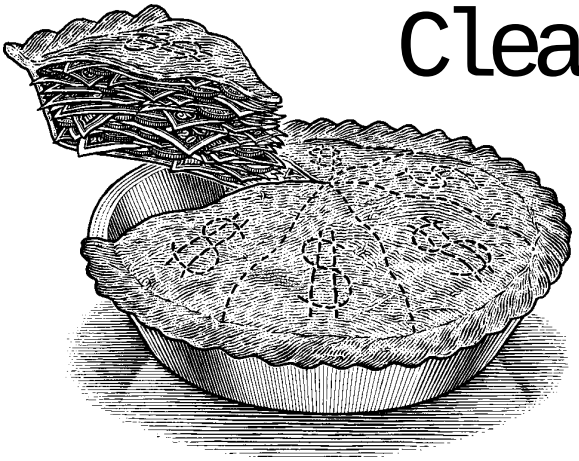

Cleanup Fund Restored

Governor signs House Bill 487 to increase funding for cleanups

by Anna Richards, UST Bureau Chief

With bipartisan and widespread support, an increase in the petroleum products loading fee passed the New Mexico legislature and was signed into law by Gov. Johnson on March 6, 1996. The increase from $80 per load to $150 per load provides much needed revenue to fund the investigation and cleanup of leaks from underground storage tanks. Although 1,000 sites have been cleaned up to "no further action" status already, there are another 1,000 active sites now and several hundred more to be identified as tank owners remove tanks to meet the December 1998 upgrade deadline.

The Environment Department's initiative was sponsored by Rep. Bob Light (D-Carlsbad) and Rep. Richard Knowles (R-Roswell). After months of preparation by Secretary Mark Weidler and Division Director Pete Maggiore, Light and Knowles skillfully guided the bill through some heavy partisan crossfire over whether to call the loading fee a tax, fee, or cost of doing business. In last year's session, one half the revenue generated by the $80 per load was diverted to the Local Governments Road Fund, whose revenue source was eliminated in a 5-cent-per-gallon gas tax cut. The new law continues to supply that fund with about $6 million annually, but will provide the Corrective Action Fund with about $16.5 million a year.

The environmental benefits of the Fund were underscored by the City of Albuquerque, Bernalillo County, the Conservation Voters Alliance, the Sierra Club and the League of Women Voters. Tank owners across the spectrum, from moms and pops to major oil companies, as well as consultants, urged passage of the bill.

Provisions were added to the law to make or keep the Fund small if the need for cleanup dollars is small.When the Fund's unobligated balance exceeds $18 million, the loading fee is reduced to $40 per load (which goes to the road fund). When the unobligated balance drops below $6 million, the loading fee is assessed at a maximum of $160 per load. Other trigger mechanisms have been established to tie the loading fee to the actual needs of the Corrective Action Fund. If the Department spends less than $12 million but more than $6 million on corrective action in a fiscal year, then the loading fee will drop to $80 per load. It will drop to $40 per load when the Department spends less than $6 million in one year.

But belts will remain tight for the foreseeable future. The Fund will not see the increase in revenue

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A Quarterly Newsletter of the Underground Storage Tank Bureau, New Mexico Environment Department

TANK NOTES

Mark E. Weidler,
NMED Secretary
Edgar T. Thornton,
NMED Deputy Secretary

PUBLISHERS
Underground Storage Tank Bureau,
New Mexico Environment Department
and the Institute of Public Law,
University of New Mexico

IPL EDITORS
Kathy Grassel, Judy Flynn-O'Brien
USTB EDITOR
John French

EDITORIAL BOARD
Anna Richards,
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Shelda Sutton-Mendoza,
Prevention/Inspection Manager
Gregg Crandall,
District I Program Manager

CONTRIBUTING WRITERS
Gregg Crandall
John French
Kathy Grassel
Harry Gunn
Nancy Gutierrez
Steve Jetter
Ray Montes
Anna Richards

UST COMMITTEE
Edgar T. Thornton, Chairman
Charley Brewer
Vincent Griego
Charlie Hooker
Roy Stoesz
Bruce Thomson
Paul Valencia

LAYOUT AND DESIGN
Kathy Grassel

CIRCULATION
Nancy Gutierrez

Thank you for your interest in *Tank Notes*. We welcome your comments and suggestions. Send address changes and correspondence to: New Mexico Environment Department, Underground Storage Tank Bureau, Harold Runnels Building, 1190 St. Francis Drive, P.O. Box 26110, Santa Fe, New Mexico 87502.

UST Bureau Field Inspectors for Tank Installations, Closures and Major Modifications, and Compliance

Albuquerque NMED District Office
(Albuquerque, Belen, Bernalillo, Los Lunas, Santa Rosa, Socorro)
Robert Miller, Dan Lopez, John French, John Cochran
4131 Montgomery NE
Albuquerque, NM 87109
505/841-9459

Clovis NMED Field Office
(Clovis, Tucumcari)
Harry Gunn
212 E. Grand
Clovis, NM 88101
505/762-0173

Farmington NMED Field Office
(Aztec, Bloomfield, Farmington, Cuba)
Dan Claypool
724 W. Animas
Farmington, NM 87401
505/325-2458

Grants NMED Field Office
(Gallup, Grants)
Norman Pricer
1212½ Lobo Canyon Road
Grants, NM 87020
505/287-8845

Hobbs NMED Field Office
(Hobbs, Carlsbad)
Gary Blocker
726 E. Michigan, Ste. 165
Hobbs, NM 88240
505/393-4302

Las Cruces NMED District Office
(Alamogordo, Las Cruces, Deming, Silver City, T or C)
Len Murray
Abel Ramirez
1001 N. Solano Drive
P.O. Box 965
Las Cruces, NM 88004
505/524-6300

Las Vegas NMED Field Office
(Clayton, Las Vegas, Springer, Raton)
Adrian Jaramillo
1800 New Mexico Avenue
Las Vegas, NM 87701
505/425-6764

Roswell NMED District Office
(Artesia, Roswell, Ruidoso)
Teresa McMillan
1914 West 2nd St.
Roswell, NM 88201
505/624-6123

UST Bureau in Santa Fe
(Northern NM, other areas not covered)
Shelda Sutton-Mendoza, Program Manager
505/827-2910
Ruben Baca
505/827-2914
Joseph Romero
505/827-0029
1190 St. Francis Drive - N2150
P.O. Box 26110
Santa Fe, NM 87502

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until September 1996. A sizable backlog of claims is building up and will continue to build. It will be more than one year before relief from the new revenue is felt by tank owners and contractors.

Along with the renewed funding comes a challenge to use Corrective Action Fund dollars more efficiently than ever before. The dollars generated by the increased loading fee are still far short of the total needed to address all sites as they have been addressed in the past. The Department is taking the lead in formalizing New Mexico's approach to risk-based corrective action, or setting site-specific cleanup standards for soil and water. The ASTM standard for risk-based corrective action at petroleum release sites will provide the framework. The December 1995 change in the New Mexico Water Quality Control Commission Regulations was a significant step toward providing site-specific flexibility. See your last issue of *Tank Notes* for details on the new WQCC abatement regulations.

Highway Department access not a sure thing

by Ray Montes, Water Resource Specialist, Santa Fe

"Do not pass go; do not collect $200; go directly to jail." This unfortunate memory raises its ugly head occasionally when dealing with property access for UST sites. In order to avoid a sticky situation, it's necessary to prepare beforehand. As consultants, responsible parties, and regulators conduct the daily business of investigating and remediating contaminated sites, it sometimes becomes necessary to install monitoring wells, recovery wells, soil vapor extraction wells, etc., on a Highway Department right-of-way (ROW). Many times this is done to finish delineating a plume in a particular direction or to remediate off-site contamination. There are proper procedures to follow when trying to gain access to a ROW from the Highway Department so that property is not trespassed, there is no delay in well installation, and traffic control requirements are met.

The state Highway Department is divided into six different districts, each one containing a traffic engineer. The traffic engineer is responsible for granting access to any highway ROW in that district. Each district has distinctive requirements for granting access, so be sure to contact the correct traffic engineer and ask for their requirements.

The following is a list of Highway Department traffic engineers:

District 1, Deming — Isaac Camacho, 546-2603
District 2, Roswell — Tim Basler, 624-3329
District 3, Albuquerque — Anthony Lopez, 841-2772
District 4, Las Vegas — Richard Bolton, 454-3602
District 5, Santa Fe — Dave Roybal, 827-9546
District 6, Milan — Michael Pope, 285-3200

Responsible parties, consultants, contractors, and field technicians who obtain signed access agreements for any project must have these agreements with them at the site. That way, Highway Department personnel or other landowners or business managers can easily verify that the proper documents to gain approval for property access were obtained. The main thing to remember is that nothing should be done on a Highway Department ROW without first obtaining access and coordinating field work with the proper Highway Department district traffic engineer.

Corrective Action guides available from EPA

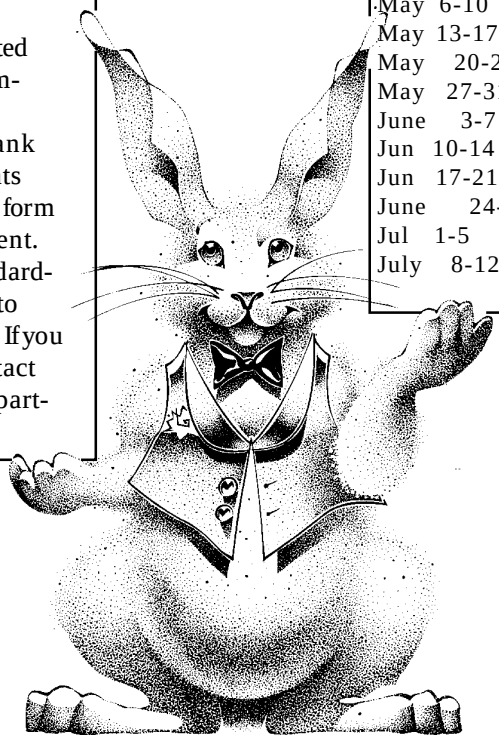
How to Effectively Recover Free Product from Leaking UST Sites: A Guide for State Regulators.

Collaborating with EPA's Office of Research and Development, the Office of Underground Storage Tanks has nearly completed a guidance document for state staff on current options available for free product recovery. The Guide discusses the applicability, limitations, advantages, and disadvantages of the options, as well as oversight of free product recovery. Once funding is available, OUST will be printing copies for distribution to EPA regiona program managers, state LUST program managers, state fund administrators, and state field offices. EPA hopes to have copies of the Guide available this year. The document will be available for sale to consultants and private firms through the Government Printing Office. Contact: Hal White at 703-308-8885.

Additional chapters for *How to Evaluate Alternative Cleanup Technologies at Underground Storage Tank Sites: A Guide for Corrective Action Plan Reviewers*. To complete the alternative technologies manual, OUST distributed two new chapters, "Dual-Phase Extraction" and "In-Situ Groundwater Bioremediation," together with a revised table of contents and definitions/glossary chapter, in an "insert package" to EPA regions, state LUST program and fund managers, and state field/regional offices in July. In October, OUST sent the insert package to anyone who ordered a copy of the Guide through the Government Printing Office. The new, complete Guide, containing the new chapters, is available for sale from the GPO for $28. Contractors, consultants, and others wishing to purchase the 420+ page guide should write to the Superintendent of Documents, P.O. Box 371945, Pittsburgh, PA 15250-7954, or call the GPO at 202-512-1800 and ask for stock number 055-000-00499-4. Contact: Debby Tremblay (703-308-8867).

Get your updated forms for reimbursement claims

The Underground Storage Tank Bureau has developed and updated reimbursement forms. The Reimbursement Claim form and the Disclosure Forms for both the tank owner/operator(s) and consultants have been updated. Our newest form is the Certified Scientist Statement. These are the most current standardized reporting forms necessary to process reimbursement claims. If you need the new forms, please contact your project manager or the Department at (505) 827-2716.



LEAK O' THE WEEK

Date	Report Person	Phone
Apr 8-12	Jane Cramer	841-9477
Apr 15-19	Kalvin Martin	841-9478
Apr 22-26	David Nye	841-9478
Apr 29-May 3	Dana Bahar	827-2926
May 6-10	chris holmes	827-2916
May 13-17	Steve Jetter	841-9461
May 20-24	Jane Cramer	841-9477
May 27-31	Kalvin Martin	841-9186
June 3-7	David Nye	841-9478
Jun 10-14	Dana Bahar	827-2926
Jun 17-21	chris holmes	827-2916
June 24-28	Steve Jetter	841-9461
Jul 1-5	Jane Cramer	841-9477
July 8-12	Kalvin Martin	841-9186

UNM study reveals out-of-fashion dig & haul, pump & treat technologies sometimes the best way to go

by Gregg Crandall, District I Program Manager

For her Master's Degree project, Sharon Chong, a graduate of the civil engineering graduate degree program at UNM, dug deep into the case files at the Bureau and unearthed some surprising information. Sharon's report, *A Study of Soil and Ground Water Remediation Technologies in New Mexico,* samples remediation and cost data from eleven sites to determine which technologies deliver the most cost effective cleanups. Her investigation determined (you may want to sit down for this) that both "pump and treat" and "dig and haul" technologies can be very cost-effective strategies when properly applied.

Sites were selected for the study on the basis of their subsurface conditions and remediation strategies. A wide variety of remediation technologies were chosen from both low permeability and high permeability locations. This strategy enabled Sharon to compare different technologies in identical settings and identical technologies in different settings.

Sharon's report came about after a year of working with Bureau project managers and many long days pouring through site budget and remediation histories. The idea for the study came from her advisor, UST Committee member Dr. Bruce Thomson. Gregg Crandall of the UST Bureau pointed Sharon to the reams of uncompiled Bureau information that she would use to complete her investigation. For each site, Sharon compiled data on site characteristics, soil types, monitor well contaminant levels through time, remediation technology details, hydrocarbons remediated, and, of course, costs.

Remediation technologies examined in the study included six sites with air sparging / soil vapor extraction and two using ground water extraction / ex-situ treatment (pump and treat) in combination with soil vapor extraction. The remaining three sites utilized either ground water aeration / soil vapor extraction, soil excavation and off-site treatment, or soil excavation with ground water pump and treat.

Site performance histories were determined by comparing months of system operation, costs to-date, total gallons remediated, and cost per gallon of gasoline remediated. To the surprise of many, ground water extraction / ex-situ treatment (pump and treat) in combination with soil vapor extraction was found to be near the top in terms of cost-effectiveness and site cleanup speed. However, pump and treat's surprising efficiency seemed to underscore a long-standing UST Bureau philosophy: aggressive remediation of the source area (in this case, via soil vapor extraction) is the cornerstone of any successful remediation strategy. While pump-and-treat technology gained a much-deserved bad reputation in the late 80s and early 90s, Sharon's study shows that pump-and-treat in combination with soil vapor extraction can be an effective tool for remediating gasoline contamination.

While pump-and-treat with soil vapor extraction was surprisingly cost-effective at high-permeability sites, it really came as no surprise that the most cost-effective remediating strategy for low-permeability, clay-rich sites is soil excavation and off-site treatment. "Dig-and-haul," as this strategy is more commonly called, appears to be cost-effective if the soil plume is limited in volume and the transportation costs are minimized. Sharon's report highlights the on-going challenge of remediating clay-rich sites: They are slow to clean up and can be very expensive.

Sharon's study also developed a formula for predicting length of time to site cleanup. The formula is based upon system performance measured by ground water quality in key monitoring wells. Estimated lengths of time to site cleanup ranged from a respectable eight months for a high-permeability site utilizing air sparging with soil vapor extraction, to an astounding 240 months (that's 20 years!) for a clay-rich site using the same technology. Consultants and USTB staff can now use Sharon's equations to better evaluate a remediation system's performance at its one- and two-year mileposts, and determine whether modifications to speed up a site's cleanup time are required.

Sharon's study will benefit the entire UST community: site owners, consultants, and UST Bureau staff can better determine the appropriate technology for a site and better assess a system's performance once it is operational.

If you wish to obtain a copy of Sharon Chong's report, please contact either Gregg Crandall at 841-9462 in Albuquerque, or Jerry Schoeppner at 827-0214 in Santa Fe.

Geologic Complexity at Indian Hills State-Lead Site

by Steve Jetter, Water Resource Specialist

Regulators and consultants know that conditions at cleanup sites are never the same. The history and geologic complexities at the Indian Hills state-lead site make this site a prime example. Steve Jetter, project manager for the Bureau, and Paul Drakos of Glorieta Geoscience, Inc., presented a slide presentation and talk at November's UST conference.

The Indian Hills underground storage tank site is part of the state-lead program and takes its name from the first affected domestic supply well identified in the area. The site is currently ranked #1 in the State's LUST Priority Ranking System because a release of petroleum product has contaminated four domestic wells with petroleum constituents above New Mexico Water Quality Control Commission standards. The release has also contaminated five domestic wells with methyl tertiary butyl ether (MTBE), a gasoline additive, at levels below 10 parts per billion. The state standard for MTBE is 100 parts per billion (ppb). Approximately 20 additional supply wells, including one community well which serves a large mobile home park, are located within the immediate area and have the potential of being contaminated by this release.

The site came to the Bureau's attention in April 1991 when area residents reported gasoline odors and taste in their domestic supply wells. Initially, two wells in a cluster of four private wells were contaminated with benzene concentrations of 600 to 1,200 ppb as well as lesser amounts of other petroleum constituents. Shortly thereafter, a third well in this group became contaminated.

It is interesting to note that the fourth well situated between the contaminated wells was not contaminated. Well completion logs indicate that the clean well produces from a shallower aquifer and is an indication of the complex hydrology associated with the area. Normally, petroleum contamination, which is less dense than water, is found at the top of the shallowest water-bearing unit.

The site was originally funded by federal LUST Trust Fund dollars which provided for a temporary water supply and initial investigation work. The site became a Corrective Action Fund state-lead program in June 1992. The state currently supplies all the water for three of the affected property owners for drinking and cooking purposes. The fourth well was not in use and has been abandoned.

Two potential source areas have been identified. One is an abandoned truck stop located 850 feet upgradient from the impacted domestic wells. This station has been closed since the mid-1970s. A soil vapor survey and extensive drilling did not identify a source area or any significant soil contamination. However, the old domestic supply well located immediately west of the truck stop had 0.75 feet of free product identified as diesel. Several monitoring wells installed within 30 feet of this well were either not contaminated or contaminated with dissolved gasoline constituents.

The second source area is an operating service station located 2800 feet upgradient from the contaminated wells. The station reportedly has had several releases dating from the early 1980s. The latest release occurred in January 1992, at which time the tanks and lines were replaced and upgraded to current standards. In November 1993, 1.5 feet of free product were observed in a monitoring well located across the frontage road from the station. The accumulation of free product appears to be a seasonal phenomenon occurring during the winter months. To date, 150 gallons of free product have been recovered from the source area. Approximately 60 gallons of free product have been recovered from this well. An additional 90 gallons have been recovered during recent pump tests.

Geologic setting

The Indian Hills site is located in Tijeras Canyon approximately 3.5 miles east of the Village of Tijeras along Old Route 66. The geology and hydrology of the area is extremely complex due to the faulted and fractured bedrock that exists in the area. The stratigraphy consists of interbedded mudstones, shales, and discontinuous sandstone and limestone beds. The aquifers lie in the more permeable fractured sandstone and limestone units but are difficult to correlate due to the discontinuous nature of the sandstone units.

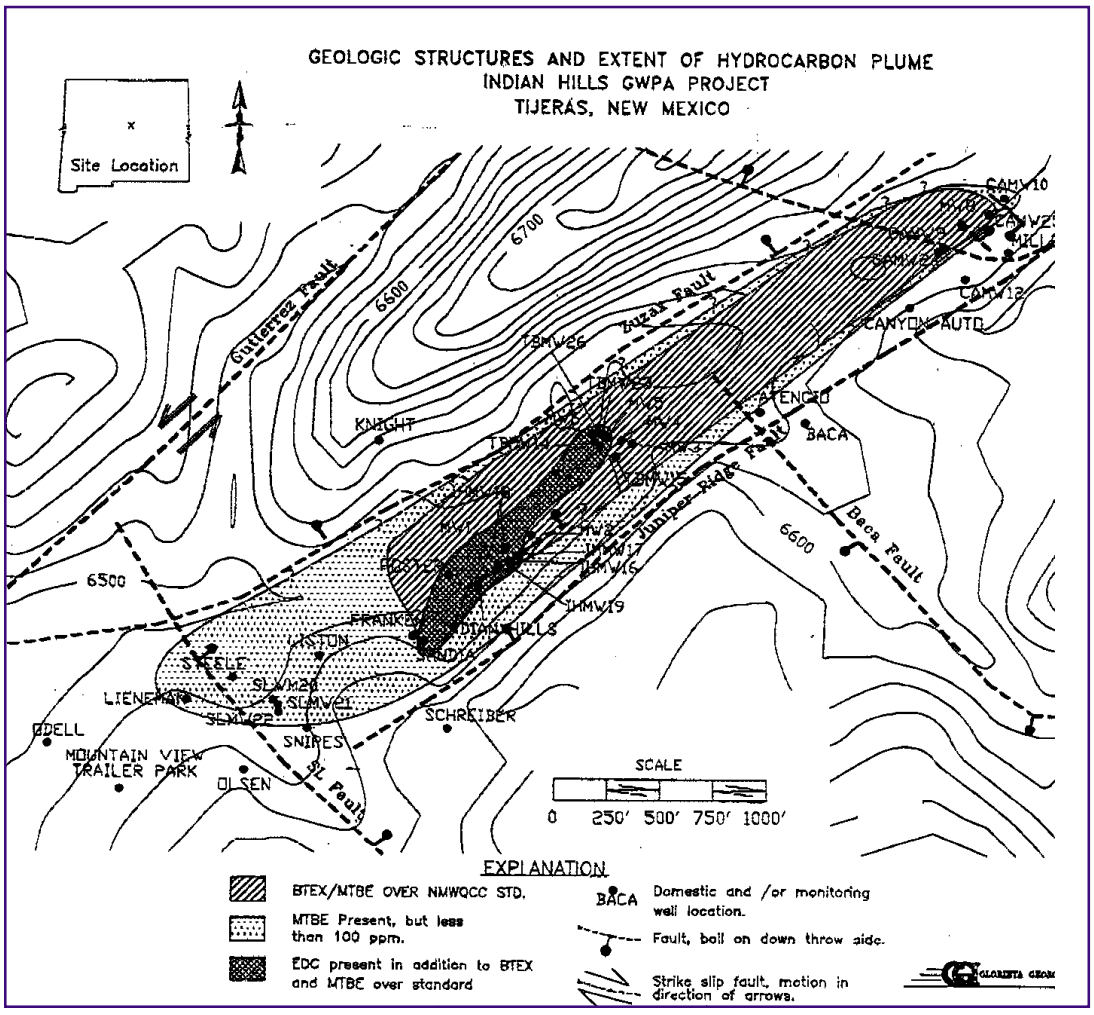
The major northeast-southwest trending faults associated with the Tijeras fault system can be traced

from the Rio Grande Valley northeast through Glorieta Pass and the Upper Pecos River Basin, a distance of 60 miles. This fault system exhibits thousands of feet of both lateral and vertical displacement. The contamination appears to be confined laterally within splay faults associated with the Tijeras fault system, identified as the Zuzax and Juniper Ridge faults. In addition, a number of cross-cutting, vertically-displaced, normal faults intersect the contaminant plume and appear to control the vertical migration pathways of the contaminant plume.

The investigation has identified three aquifers in the upper two hundred feet of earth as well as a perched unit at one of the source areas. Contamination exists in the shallowest aquifer at the upgradient source area. However, down in the area of the impacted domestic wells the majority of the contamination exists in the middle aquifer, with only slight contamination existing in the upper aquifer. It appears that a cross-cutting fault located between the source area and the downgradient wells acts as a vertical conduit that allows contamination to flow into the deeper zone.

In the second source area contamination exists in the perched aquifer and the middle aquifer but is absent in the upper aquifer. It appears that contamination originating from this site is responsible for contamination in the perched aquifer and that the contamination in the middle aquifer is associated with the main source area located approximately 2,000 feet upgradient. Based on chemical analysis it appears that the two plumes commingled downgradient at the domestic wells. This is likely due to the fact that many of the domestic wells are screened through one or more of the aquifers and therefore act as a pathway to introduce contamination to deeper zones.

The total length of the ground water contamination plume is close to 3/4 mile. The width of the plume is much narrower and may be controlled by a number of faults that exist in the area. Ground water contamination exists anywhere from 40 feet below ground surface in the perched unit and 65 to 120 feet below ground surface in the middle aquifer.



Remediation of the downgradient portion of the plume began in November 1995. The system consists of ground water extraction with air stripping to remove the dissolved gasoline from the water. It is designed to contain the plume upgradient from the domestic wells, prevent the downgradient migration of the plume and allow residents to begin using their well again. Remediation of the source areas is pending additional testing and permitting requirements.

Moreau talks Automatic Tank Gauges at UST Conference

by Harry Gunn, Inspector, Clovis NMED Field Office

Automatic tank gauges are becoming increasingly popular as tools for managing fuel inventories and complying with leak detection requirements. All too often, however, owners and operators of facilities where an ATG is installed have only a vague notion of how the ATG functions and rudimentary knowledge of how to operate it. Marcel Moreau's session on ATGs didn't discuss the specifics of how to operate any particular brand of ATG, but it did go into the different operating principles of ATGs, their strategies for leak detection (periodic vs. continuous testing) and the capabilities (inventory management, alarms, communications) that almost all of them share.

This course was held during the 1995 New Mexico Underground Storage Tank Conference and Trade Show. Mr. Moreau comes to us from the state of Maine, where he started his career with their Environment Department and has become an authority on leak detection. Pleasant New Mexico winter weather is a factor in his willingness to come so often, bringing with him valuable information on the latest in leak detection.

Marcel Moreau brought us a condensed course on the operating principles and strategies for using automatic tank gauging devices for leak detection. He managed to present all the newest technologies of probes, processor abilities, peripherals, developments and the regulatory requirements along with the limitations of these seemingly magic terms in only two hours.

Besides the fine points of ATG's, Moreau provided an excellent release detection compliance checklist. The four requirements that must be met are (1) an automatic tank gauge which conducts a leak test at least once a month, (2) records of the last year of test results, (3) the manufacturer's certification of equipment performance on file, (4) records on file of calibration, maintenance and repair for the last year.

Moreau stressed training of facility personnel in the use of the equipment and the UST regulations, with a final reminder that the criteria for suspecting a release is a single automatic tank gauge test result indicating a failed test.

Automatic tank gauges can be wonderful...

...but you have to know what the information is telling you.

—as told by Marcel Moreau, petroleum storage specialist
—cartoon by Kathy Grassel, editor, UNM Institute of Public Law

The following story proves that truth is scarier than fiction. A fellow installed some steel USTs in 1989. A few years later, he decided to add an automatic tank gauge. The same installer who put in the tanks installed the tank gauge. Since the store was shut down at night, it was programmed to look for leaks every night. At 6 a.m., it would print out the test results as well as the current contents of the tank. When the operator opened up, he would phone the results to the bookkeeper who kept the inventory records. This worked fine until one day the operator came in, opened up the store, tore off a piece of paper telling him how much product was in each tank, and read at the bottom, "TEST FAILED."

When ATG means: Another Tank's a Goner..

operator

Whaa? TEST FAILED on the premium tank?! The tank gauge must be broke. I'll call the owner. He'll know what to do.

owner

I called the installer to go fix the tank gauge. He oughta know. He installed the thing.

installer

I called the repairman. He can fix things.

Repair guy

I pushed the print button and got the contents of the tank. Then I compared with the stick. Pretty close. Close enough.

owner

The repair guy says everything's working fine. Must have been a false alarm.

Marcel

In fact, they should have listened to the bookkeeper, who actually noted LEAK on the records the very first day the gauge went into alarm because there was such a dramatic shift in inventory.

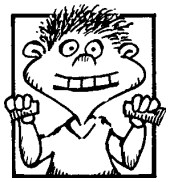
One week later....

operator

Jeez, another failed test... Better call the owner again!

owner

The installer sent the repair guy back. He figured something must be wrong with the probe.



Repair guy

I took out the probe. No more failed tests. Everything's cool.

Marcel

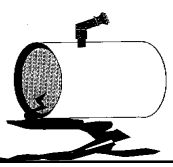
What should have happened here if people had known what it was they were working with? First, they should never have taken the tank probe out of there.

One week later....

Repair guy

Jeez, now they say the premium pump's not working -- no product getting through. So I go over there and hey, the pump motor is running, but hey, there's no product. I get out my stick and the tank's dry. So I tell the owner, "Hey, the pump's cool. You're out of product."

owner



I say, naah, can't be, I've got another couple weeks worth in there. Well, the repair guy figured somebody probably delivered to the wrong tank. So I order another 3,000 gallons.

Marcel

When the repair guy suggested there had been a misdelivery, what should they have done? Most tank gauges have records of at least the last delivery. This one had at least four or five past deliveries, so by punching a few buttons they could have looked at the printout of the last delivery record, so they would have known exactly how much was delivered in which tank. They would have seen that yes, in fact, product had been delivered into the suspect tank.

Another week later....


installer

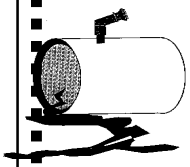
The operator says the pump's not working again. This time I look for myself. The pump's working fine but there's no product. Somebody must be stealing this stuff.


owner

The installer says somebody's stealing. Sounds good to me. So I order more product. I'll show 'em. I'll sit up in this place all night till I catch 'em.


Marcel

This gauge had a theft alarm in it so that if somebody removed a large amount of product all of a sudden when the facility was closed, this thing would have recorded a theft. If they'd looked at the record, they could have told in a matter of minutes that there was no theft.



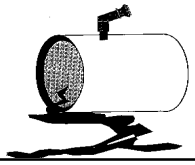
Another week later....


owner

Outa product again? I ask the installer, "Ya know, you sure we ain't got a leak?"


installer

"This tank can't be leaking. I put it in. I know what I'm doing."




Marcel

If they had put a working probe in there just to verify what was going on, they would have seen that the tank in fact had a leak. This particular leak was so large that if they'd just gauged it with a stick, they probably would have discovered there was a leak.


owner

Okay, I'm suspicious. I get another 3,000 gallons, lock up the fill pipe, lock the dispenser, and check the thing every day with my gauge stick. Sure enough, product goes down every day. So I call the installer and say, "Look, this tank gotta be leaking."


installer

I say NO WAY, but to make him happy I pump air into the tank. Whoa, the tank fails the air pressure test. Well, I'll be a....

A year and a half later...

More than a million dollars has been spent on cleanup and litigation. The tank manufacturer, the installer and the owner are all suing each other to pay for the cleanup. The rest of the story is that the town's water supply half a mile down the road is contaminated.


Marcel

So this is the kind of trouble you can get into if you don't understand the capabilities of your automatic tank gauge. And if an installer doesn't know a whole lot more than the owner, you're asking for a repeat of this story. It's not that these folks are idiots but they need to do their homework. You need capable people who understand what it is that these automatic tank gauges do. It's not that it's all that simple. You'll have to be able to follow a complicated flow chart on how to operate a typical tank gauge. The tank installer's flow chart to program the thing is also quite complicated. Manufacturers need to train their installers about how to do all this, and the operator needs to have the operating manual — the entire thing, not just a few photocopied pages like I've seen during some inspections. You should be getting a fairly thick manual and you should be willing to spend some time with it to figure out how the gauge operates.

P/I Shorts

What about standby generator tanks and used oil tanks?

by John French, Environmental Supervisor, District 1

Tank owners have been asking about upgrades for used oil tanks and fuel tanks for standby generators. The answer is that these tanks, and ALL regulated tanks, must be upgraded to meet the Dec. 22, 1998 deadline.

Emergency generator fuel tanks will remain exempt from release detection, but must be upgraded. Owners of used oil and other small tanks should be aware that spill/overfill devices are not required IF filling is done by transfers of 25 gallons or less.

The upgrade requirements for regulated tanks are:

* Spill protection
* Overfill protection
* Corrosion protection

For details on what devices and equipment your facility needs, you might consult your UST service company. For a booklet on upgrade requirements, call the state UST inspector in your area, or call the Santa Fe UST Bureau at 505-872-2914.

Time to pay up: Invoices on delinquent tank registration fees being mailed

by Nancy Gutierrez, Manager IV, P/I Program

Invoices will be mailed out on a monthly basis to every tank owner that has an outstanding balance on tank registration fees. Beginning June 1996, tank owners who owe past due tank fees will receive invoices with late payment penalties stated on the invoice.

Please refer to Part III of the UST regulations. Sec. 302 on late payment penalties provides: "In the event the annual fee is not paid when due, a late fee of $5 or five percent (5%) of the unpaid fee, whichever is greater, and interest charges at the rate of one and one half percent (1.5%) per month shall be imposed and shall accumulate until the annual fee and all accrued late fees and interest charges are paid."

If you are delinquent in sending in payment and you do not contact the UST Bureau, we will proceed to collect all outstanding amounts administratively and judicially, including all costs, late fees, interest and any additional amounts the court may deem proper. We are determined to bring your account up-to-date.

Please contact Nancy Gutierrez at 505-827-0199 if you have any questions.

Lender Liability hearing scheduled

The New Mexico Environmental Improvement Board will hold a public hearing during its regular meeting on April 12 to consider proposed lender liability regulations for USTs. The proponent is the UST Bureau of the Environment Department. The Department proposes to adopt the lender liability rules for USTs recently adopted by the federal EPA. The regulations are designed to limit the regulatory obligations of lending institutions and other persons who hold security interest in USTs or in real estate containing USTs, or that acquire title or deed to USTs or a facility or property on which USTs are located. The equivalent federal regulations became effective December 6, 1995. The meeting on April 12, 1996, begins at 9:30 a.m. at the Harold Runnels Building Auditorium, 1190 St. Francis Drive in Santa Fe.

The proof is in the Bureau

Please send your proof of financial responsiblity to the UST Bureau in Santa Fe. We can put the information into our data base and you won't have to produce the documents for the UST inspector when he or she inspects your facility. Send your proof of FR to the attention of Shelda Sutton-Mendoza.

CORROSION PROTECTION

DON'T WAIT TILL '98

SOMETIMES HOLES IN YOUR PRODUCT ARE OKAY. NOT SO WITH YOUR BARE STEEL TANKS. IF YOU'RE NOT REPLACING THE TANKS, YOU NEED TO PROTECT YOUR TANKS AGAINST CORROSION. WHEN YOU UPGRADE, ADD CATHODIC PROTECTION OR INTERIOR LINING. OR, JUST TO MAKE SURE YOUR TANK DOESN'T TURN INTO THE BIG CHEESE, DO BOTH.

NEW MEXICO ENVIRONMENT DEPARTMENT
Underground Storage Tank Bureau
1190 Saint Francis Drive
P.O. Box 26110
Santa Fe, NM 87502

ADDRESS CORRECTION REQUESTED

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